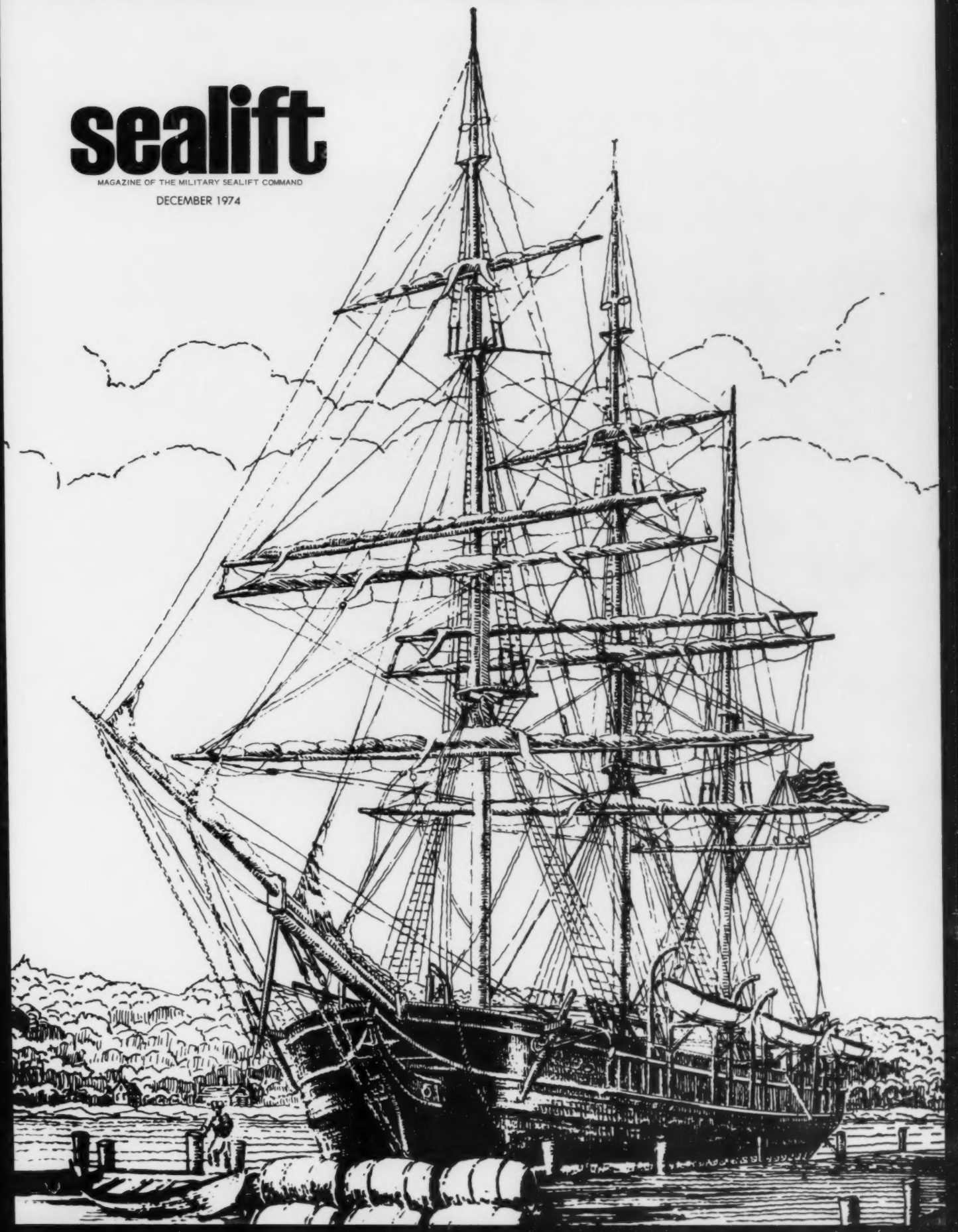
sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

DECEMBER 1974



Goodbye And Good Luck

As most of you know, my three years in command of MSC are completed and I will be moving on in January to a logistics assignment on the staff of the Chief of Naval Operations. Obviously, I cannot leave without commenting on the tremendous support I have enjoyed from all you in MSC, ashore and afloat. As I look back over these past three years, I am delighted to see what has happened, but at the same time, fully aware of how much more needs to be done. Six general areas stand out in my mind.

First has been sealift support of national policy including the special efforts that went into the empty ship program to bring back Southeast Asia retrograde cargo, the accelerated measures needed to get authorized equipment into Vietnam prior to the cease-fire, and the positive support by MSC chartered tankers for the Sixth Fleet in the Mediterranean and the Seventh Fleet in the Indian Ocean during the Mid-East crisis of a year ago.

Second is the cooperation and support of the U.S. merchant marine and maritime community in helping MSC meet those and other challenges throughout our country's history. Certainly it requires continued cooperation to cope with problems like the container shortfall of last winter or the consequences of the amendment to the law relative to the domestic sea trades.

Third is the effort to adjust the sealift plans of the services to accommodate the new kinds of ships now in the nation's inventory — container ships, barge carriers and roll-on, roll-off vessels. The MSC contribution to the OSDOC tests, the BARTAP program, and the increased use of barges in amphibious exercises are examples. We need to do much more in this area so we can learn how to use the ships that are available.

Fourth has been procurement of new ships for Defense use through build and charter. All of the nine Sealift tankers have been launched and three are now in service, with two more soon to be operating. It is obviously important that the legislation prepared to formalize the build and charter procedures be introduced to the new Congress.

Fifth is the expanding role of MSC and the merchant marine in direct fleet support. Certainly the records of Taluga, Passumpsic, Marias, Mosopelea, Lipan, Ute, and Atakapa indicate what can be done, such as numerous successful consolidations between fleet ships and MSC vessels.

Finally I am very much impressed by the skill, dedication and endurance of our mariners at sea — exemplified by the Meritorious Unit Commendation to Myer, the National Defense Transportation Assn. award to Taluga, the American Institute of Merchant Shipping and National Safety Council Distinguished Sea Rescue Awards to Huntsville and Hayes, and a steady stream of other commendations detailing the accomplishments of our men at sea.

I will be relieved by Rear Adm. Sam H. Moore who is now serving as deputy comptroller for the Navy. Admiral Moore was MSC commander, Far East and knows our operation. I have known him for years as a personal friend and he will do an outstanding job.

To all, afloat and ashore, I say goodbye, good luck and keep up the fine level of performance, expertise, and cooperation that is the hallmark of the Military Sealift Command.

John D. Chase

Commander, Military Sealift Command

COVER: The last wooden whaleship, Charles W. Morgan, is preserved at Mystic Seaport. She is a reminder of the great age of American whaling. Sketch is by the late John F. Leavitt. See story on page 17. Courtesy Mystic Seaport

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MAGAZINE OF THE MILITARY SEALIFT COMMAND

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Change At The Top

Rear Adm. Sam H. Moore will become the ninth commander in the 25-year history of the Military Sealift Command on January 9. Change of command cermonies will be at 10 a.m. aboard the USNS Kane at the Washington Navy Yard. A reception will follow the ceremonies.

Among dignitaries who have been invited are Secretary of the Navy J. William Middendorf II and Chief of Naval Operations Adm. James L. Holloway III.

A Hail and Farewell party honoring outgoing commander Rear Adm. John D. Chase and Admiral Moore will be held January 7, from 7 to 9 p.m., at the National Naval Medical Center Officers' Club, Bethesda, Md.

Admiral Chase will become Assistant Deputy Chief of Naval Operations for Logistics, succeeding Rear Adm. William H. Shawcross, who is retiring.

Admiral Moore will take the MSC helm already experienced in Defense sealift having served as commander of MSC, Far East from October 1968 to August 1970. Following his MSC assignment he became director of budget and reports for the Navy comptroller. In July 1972 he became Navy deputy comptroller.

Born in Rugby, Texas, Admiral Moore was graduated from East Texas University in September 1941 and received his commission in May 1942. He was graduated from the National War College in Washington, D.C. on June 9, 1967, one day after he was selected for flag rank.

During World War II he served in the Atlantic and Pacific Fleets and earned campaign

Rear Adm. Sam H. Moore

medals for duty in the Okinawa campaign, the Third Fleet, the East China Sea and Japanese Empire waters. He also was awarded the Navy Commendation Medal as commanding officer of Minesweeper 415 and a second commendation as commander of Mine Squadron 102.

He served as commanding officer of the minesweeper USS Density, the destroyer USS Cushing and the guided missile cruiser USS Chicago. He also was executive officer of radar picket destroyer USS Henry W. Tucker and the first Talos guided missile cruiser, USS Galveston.

In March 1962 he was given command of Destroyer Division 102 and in October that year, during the Cuban missile crisis, was in charge of boarding and searching SS Marucla, an American-built Liberty ship of Lebanese registry, bound for Cuba under Soviet charter. Though nothing was found, Marucla was suspected of carrying arms to Cuba against President Kennedy's quarantine proclamation. He was awarded his third Navy Commendation Medal for the Marucla incident.

In April 1963 Admiral Moore became director of plans and programs for the surface missiles systems project for the Bureau of Naval Weapons and continued in that administrative post until March 1965. For his work on the project he was awarded the Legion of Merit.

After a period of sea duty as commanding officer of USS Chicago and after attending the National War College, he served concurrently as commander of Cruiser-Destroyer Flotilla Seven and Cruiser-Destroyer Group Seventh Fleet from July 1967 to October 1968. He then took command of MSC, Far East. For his service with the Seventh Fleet he was awarded both the Republic of Vietnam Cross of Gallantry and the National Order of Vietnam Fifth Class. ⚓

Star Of The Show

By Howard L. Rosenberg

Photos by Dick Moody

While newspapers throughout the world reported the problems of energy and food shortages early in October, the *Bordeaux-Communaute* in Bordeaux, France featured on its front page a story of a group searching the sea for solutions to these problems.

The story concerned the crew and scientists of USNS Hayes, her master Jacques C. Crampon, and the work the unique catamaran has been doing in ocean research.

Scientists and ships from all over the world gathered at Bordeaux for Ocean Expo '74, the Second International Colloquium on the Exploitation of the Oceans, a conference designed to bring together ideas and technology regarding harvesting resources of the sea.

Oceanographer of the U.S. Navy Rear Adm. J. Edward Snyder said in a speech before the group, "The promise of urgently needed resources from the sea looms larger and more clearly defined."

He said there is "widespread, non-military interest and recognition of opportunity to go places and do things in the ocean that were considered to be beyond

A father and his sons examine oceanography buttons presented aboard the Hayes (right). The ship was the only one brightly lighted at night (below).

human capabilities only a generation ago. But navies can not alone sustain ocean programs sufficient for both military and non-military opportunities in the sea."

The admiral noted that proof of interest and commitment to new opportunities in the sea is the fact that more than two-thirds of the $730 million programmed by the U.S. Government for ocean study is being spent in non-military research.

As showpiece of the U.S. Navy's oceanographic research fleet, it was fitting that Hayes was chosen to represent American oceanography at the Bordeaux exposition. The British Navy sent HMS Beagle and HMS Bulldog, the Netherlands the Busykes, the Russians the Academik Kortchatov and the French the D'Entrecasteaux and research submarine Morse to Ocean Expo '74.

However, Hayes received the most attention from exposition attendees and the Bordeaux townspeople, more than 5,000 of whom toured the ship. Hayes was the only ship to be the subject of newspaper stories, and local television and radio stations also did feature reports on her.

Unfortunately, Naval Research Laboratory, which sponsors the MSC operated Hayes, has had to curtail her operations because of recent budget cutbacks.

According to Dr. Ralph Goodman, chief NRL scientist aboard Hayes, the ship will be placed in reduced readiness status for the remainder of this fiscal year. Cost of this temporary layup is expected to be $270,000. At the beginning of fiscal year 1976, next July 1, Hayes will resume her normal acoustic oceanographic research.

Hayes arrived in Bordeaux on the morning tide of September 28 and docked at Quay Richelieu. Prior to arriving, bad weather had prevented the crew from painting and dressing the ship while at sea. However, because of an all-hands effort in port, the Hayes sparkled at the opening of Ocean Expo '74 on October 1. The ship was fully dressed with flags and buntings during the day and was the only ship brightly lighted at night.

Attending the exposition were business executives, scientists and military representatives from Sweden, Norway, Finland, Great Britain, Spain, Canada, Union of Soviet Socialist Republics, Argentina, Italy, Japan, Belgium, Australia, Republic of South Vietnam, Romania, Iran, Switzerland, Germany, Indonesia, Holland, Denmark and the United States.

In the United States' delegation were Robert E. White, administrator of the National Oceanic and Atmospheric Administration (NOAA); Dr. Robert Abel, director of the NOAA sea grant program; Dr. W.A. Nierenberg, director of Scripps Institute of Oceanography; Admiral Snyder, and the scientists and crew of USNS Hayes.

The exposition featured speakers and group discussions on new technology in oceanography.

Major subjects covered were industrial exploitation of the continental shelves, exploration at great depths, and international price control of fish products.

Also discussed were measurement systems for analyzing and predicting sea working environments, the safety of working structures in a marine environment, methods and techniques for predicting movement and diffusion of pollution at sea and ocean environmental factors.

Throughout the four day exposition, USNS Hayes was "the hit of the show." Within hours of opening the ship to visitors, U.S. Navy Oceanography buttons and USNS Hayes ballpoint pens were conspicuous all over town. Even Bordeaux Mayor Chaban-Delmas

entered the town hall sporting a bright yellow U.S. Navy Oceanography button and signed autographs with a Hayes pen.

Colorful exhibits provided by NRL and the Oceanographer of the Navy were set up on the deck of Hayes and a large tarpaulin was erected to protect visitors from occasional thunderstorms. Tours were conducted by French-speaking crewmen and NRL scientists. Bi-lingual brochures also were distributed to visitors detailing ship characteristics and mission.

Born and educated in Belgium, Captain Crampon's fluency in French helped insure a successful visit by Hayes.

MSC representative Capt. Robert W. Freeman said, "Captain Crampon's ability to speak both French and Dutch easily made him the star of the show. During calls on the Bordeaux mayor and vice mayor, the linguistic ability of Captain Crampon obviously impressed not only the city officials, but members of the press corps. In addition to his linguistic abilities, he also displayed a noteworthy ability to deal sociably and officially with the various senior civilians and military officials he encountered at Bordeaux. He was certainly the right man in the right place at the right time for MSC, the Navy, and the United States."

Hayes' Chief Steward Theodore Munroe also was the subject of several laudatory messages. Taking charge of the reception for international dignitaries sponsored by Admiral Snyder aboard Hayes, Munroe and the ship's crew spent many hours dressing the ship and its working spaces preparing for the reception.

"All in all," Admiral Snyder reported, "it was one of the most successful visits we've ever had."

⚓

Captain Crampon greets Bordeaux Mayor Chaban-Delmas (top right), pins oceanography buttons on French schoolchildren (right center) and Chief Steward Theodore Munroe gives USNS Hayes pens to a visiting French family (below right).

NRL Chief Scientist Dr. Ralph Goodman explains a research technique to visitors (below left). Hayes could be seen tied up at the pier from a bridge over the harbor channel (below).

Friend or Foe?

By Capt. Ernest J. Chuilli

President Gerald Ford has expressed his concern that computers invade the privacy guaranteed by the U.S. Constitution.

A large fraud scheme recently uncovered was blamed on computers.

A recent news broadcast reported over $7 million in welfare checks were erroneously distributed because of a computer.

My wife hates computers — which foul up our charge accounts and magazine subscriptions, and then write nasty letters.

Do any of the above strike you as odd? If not, you are perfectly normal, in tune with the majority.

An article in last February's *Management Review* entitled "Do Computers Hate People" began, "If computers were capable of thinking, it is very likely that their attitudes toward people would be a good deal less emotional than the attitude people display toward computers. These attitudes range from bewilderment to outright hatred."

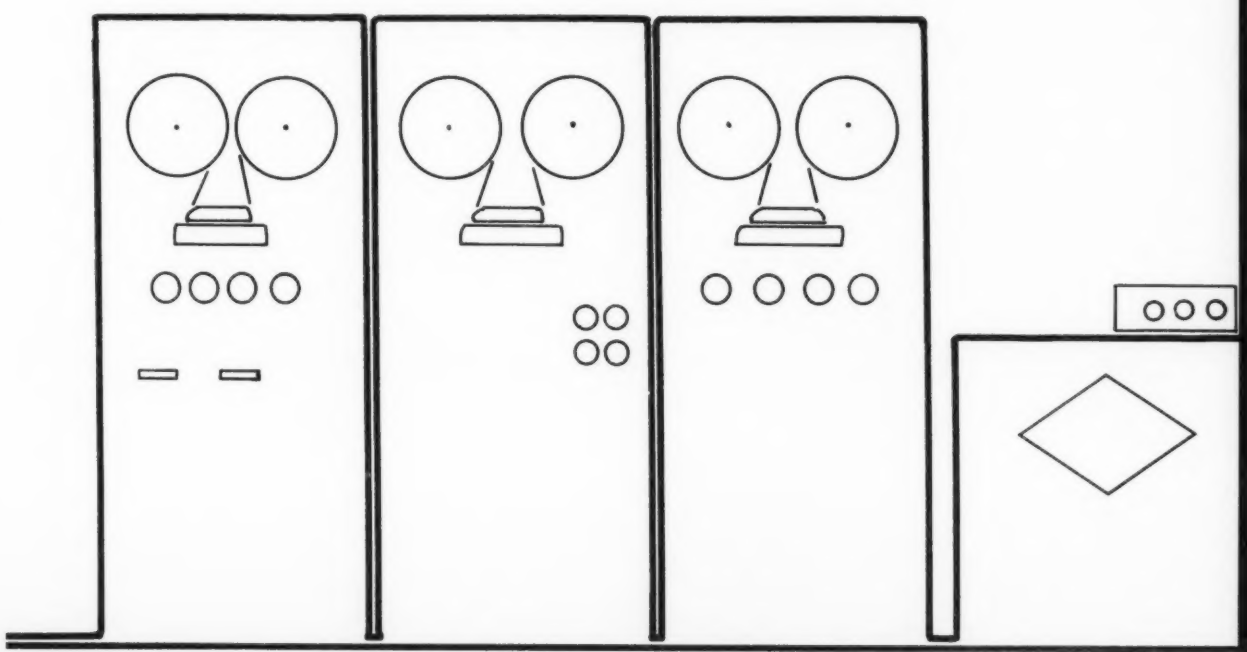
Why does a schism between man and machine exist? Who is to blame? When and how does it become important to the average American? Who are the protagonists and antagonists in this drama?

Despite wide use of computers, the industry is young, volatile and highly competitive. Improvements through technological advances clearly separate first, second and third generation hardware by their birthmarks — the vacuum tube, the transistor and the silicon chip. The fourth generation is much like the Comet Kohoutek — some have seen it, others have not.

All of these machines are just that, machines, made by man to serve man, just like the automobile. I imagine the first car sold had an instruction book which told the driver what to do:

Engage magneto, withdraw choke, set brake, insert crank, give crank a sharp clockwise turn. If car doesn't start, try again.

If a computer were going to start the car, this process or "program" would be depicted as a series of steps, just like starting a car. Early programs were that simple. As starting a car requires multiple functions, key and starter, accelerator and automatic choke, computers perform simultaneous functions which gives them a mystique they really



don't deserve. They perform only because man has programmed them to do so.

When an insurance company is built on thousands of fictitious policies, man manipulated the computer by inserting false data.

When a computer prints and mails checks to no-longer-eligible welfare recipients, someone failed to withdraw their names from the current file.

When a payment to a store or other business is mailed late or delayed for some reason, the monthly posting of active accounts will automatically include "mildly acid" notes to creditors concerning their delinquency. This is true even though the cancelled check is usually returned to the frustrated housewife the same day the warning arrives.

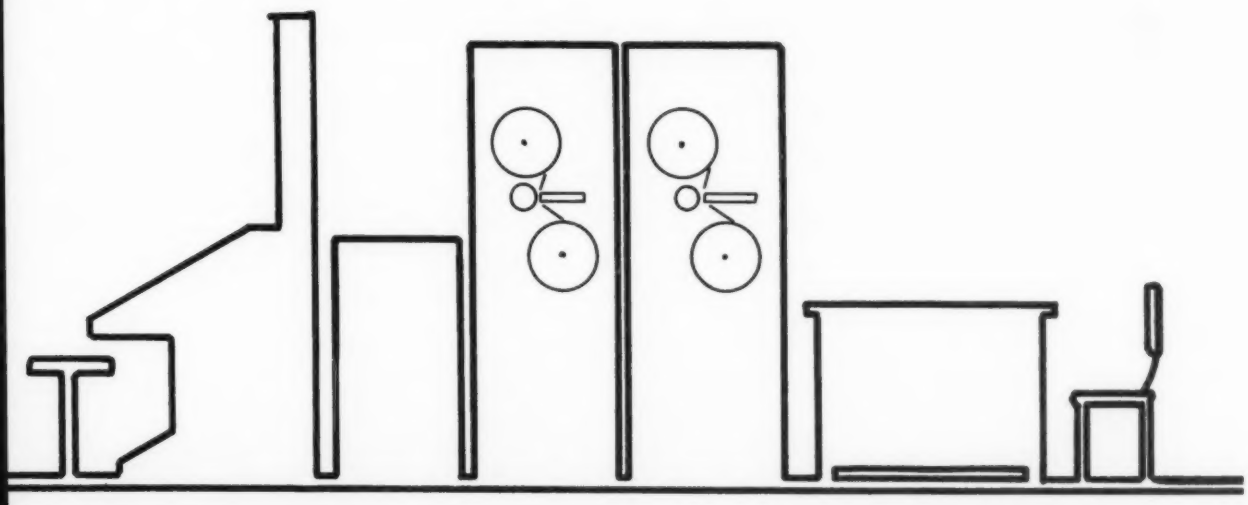
Computers normally are programmed to print successively stronger threats for a set period and then to bring in the firm's legal department. The final irony for the harried housewife is the third letter (usually with a red border) which promises her a future of shame if she doesn't pay up! But, a call to the company's credit department will usually elicit the response, "the computer goofed."

Actually, a computer can never pick up a payment until man tells it to. So, the next time someone tells you the computer fouled up — let him know, you know better!

Who is to blame for this negative allegiance to the computer, the schism between man and machine? In answering this question computer people normally slip into a discourse replete with their own buzz words. They are hiding behind a coded message which translates to: "I don't know, but I'm not about to let you know I don't know." In this instance, buzz words are a defense mechanism. Buzz words are born in the vendors' back rooms for reasons closely akin to Hollywood's assigning promising starlets short melodious names. The reasons are the same: a catchy name easily remembered, one with public appeal.

Pile the acronym game on top of this and you have the frustrating vocabulary of the automatic data processing (ADP) community. Anyone can hide in this verbal jungle. The President of the American Federation of Information Processing Societies (AFIPS), Mr. George Glaser, included in his keynote address, opening the 1974 National Computer Conference, the following:

"As I perceive the professional innovator, both maturity and humility are useful traits — particularly when unleashing powerful new tools on a world that has little understanding of their limitations. Unfortunately, neither maturity nor humility have been hallmarks of our trade. Nor perhaps would we be where we are if they had been. It took courage — even brashness — to create a major industry from scratch in only 30 years. But we are upstarts, and we often cause feelings of apprehension and even resentment, and that's unhealthy . . . ." Mea Culpas work fine to save the



individual soul, but an active positive selling program is essential to the future health of the ADP community. Credibility must be reestablished with the captains of industry and, more importantly, the middle managers.

Why is this important to John Q. Public? An article in the February 1974 *Computer Decisions* reports that there are 110,000 computers in this country. Again quoting Glaser, ". . . very large sums of money are being spent — nearly $30 billion this year (approximately $150 for every man, woman and child in the U.S.) and the computer industry is now eleventh in size in the country and will be third in size by 1980."

According to an article in the June 1974 *Government Executive,* the federal government operates 7,000 general purpose computers with an annual bill of $10 billion. Statistics support almost any argument one wishes to make, pro or con. There were some expensive crash programs in the early days of computers. Currently sound programs had disastrous results when first tried. Some companies actually went under. Others resist and still rely on manual systems.

This 'head in the sand' approach may afford them another opportunity to go under. One lesson relearned time and again was that programs developed for users were less successful than programs developed in concert with users. Computers are here to stay. Americans are at the mercy of computers. They have invaded every major industry in the world, and why not? Almost anyone offered dollar bills for dimes would make the trade. Statistics prove that intelligent use of ADP has a cost avoidance ratio of 10 to 1 over manual systems. In some cases, savings are even greater.

How does one avail himself of this bonanza? Managers, top, middle and front line must accept responsibility beyond asking the usual "How much will it cost? My budget was just cut. I just lost 15 billets. I don't have time to become an ADP expert, I'm too busy, tell me what I need."

The large number of Navy ADP systems which are still EAM (Electronic-Accounting-Machine) oriented probably can be traced to this all-too-common approach by busy managers.

In the past, well meaning proponents of ADP have literally "sold" programs to users. In some cases, mutual benefit was derived. Other programs, however, created an anti-ADP attitude. Every management function is a potential candidate for improvement through automation, mechanization or ADP. But, dollar cost of such improvements can not always be justified. Automating a manual function is not the answer by itself. The manager must identify what information he really needs and when he needs it if he is to reap benefits. Machines do not make a manager any more than clothes make the man.

A valid economic analysis recognizes the relative value of speed, accuracy, validity and every other pertinent factor which affects an operation. The technician then can determine how to provide the data. There is little advantage in accumulating data in an immediate-response, interconnected system if data is only needed at specific calendar periods.

On the other hand, by establishing such systems banks have been able to open branches at almost every bus stop, to their financial advantage. There has been great progress and reward in automating volume market functions such as insurance, banking, warehouse inventory and now, thanks to mini-computers, the entire retail trade.

Mini-computers have replaced cash registers in many retail stores. This is another buzz word which includes single chip pocket calculators to $50,000 models which rival the capability of early third generation computer systems.

When the store clerk enters a sale, simultaneous entries are recorded concerning inventory, credit sale, cash flow, stock replenishment and other management information.

A recent market research study predicts that the retail sector will invest $10 billion in such point-of-sale systems (POS) in the next 10 years. Supermarket POS systems received a boost when the grocery industry adopted the universal product code.

This product identification number will be standardized and inserted during packaging. Breakfast cereals are already completed. One supermarket system has a laser beam under the conveyor belt. As your groceries pass over it, it reads the product code, pricing and inventory data and tallies your purchase. To insure acceptance, the customer's receipt includes the name, weight and cost of all products purchased.

Very interesting you say, but what about my shop? The first positive step to determining if ADP can improve your operation is to recognize and accent the joint nature of this venture! "Use-or," "Use-ee," "We-they," "protagonist-antagonist" — these syndromes must be replaced with the reciprocal activity theory outlined by Mary Parker

Follet with missionary zeal during her talks a half century ago. That X can influence Y to react is easily understood. When Y's reaction causes another action by X we have the circular response that Mary Parker Follet considered a keystone to solving all human problems.

An active dialogue between manager and technician is the next step. It should be initiated by the manager. If he is certain what he is doing can not be automated, there is still advantage in inquiring. Circular response may surface the solution to a nagging related problem.

This dialogue soon will produce all of the pros and cons from which the manager must decide. This is a key point. Too often in the past, technicians were given carte blanche to develop a system, and later told it wasn't what was wanted.

Properly designed ADP systems are the product of a team effort where use-or and use-ee each apply their expertise to solving the problem. When either starts to play the role of the other, a credibility gap widens as the manager turned technician "turns off" the technician. Worse, the technician tells the manager what he really wants! The real loser in this confrontation is the Navy. Patience, mutual respect and perseverance, on the other hand, will invariably result in a product well worth the effort.

As to the future, in my opinion, the whether-or-not to automate question will be changed in a few years to, "which system shall we use?" While I have described POS as a point-of-sale system, the truth is there are a multitude of POS systems. There also exists an infinite variety of mini-computer uses.

There will be a host of correct choices to make and the only wrong choice will be to remain manual in an automated world. Standardization is one method of narrowing the field, and efforts at standardization have been and will continue to be made. But as long as ADP is a lucrative, competitive industry, there will always be chocolate, vanilla and strawberry.

The flavor you choose is not important, but Navy manpower can no longer afford to ignore Navy's already-made and large investment in ADP. Navy managers must use this powerful resource at every level of activity where it can be productive. The brief history of ADP in the tactical and strategic arena clearly support its use. Industry, not just in America but worldwide, also has reaped benefits of computer technology.

Managers of today's Navy are living in the past if they have not yet explored the potential of the computer. ⚓

Capt. Ernest J. Chuilli graduated from the New York State Maritime Academy in 1944, served in the U.S. Merchant Marine during World War II and entered active naval service in 1947.

He has served aboard mine sweepers, destroyers, cruisers and on the staffs of MSC, Atlantic, Bureau of Naval Personnel and Commander-in-Chief Atlantic Fleet.

Captain Chuilli holds a bachelor of arts degree from the U.S. Navy Post Graduate School and a master of arts in administration from George Washingtion University.

He is presently commanding officer of the Atlantic Fleet Data Processing Service Center in Norfolk, Va.

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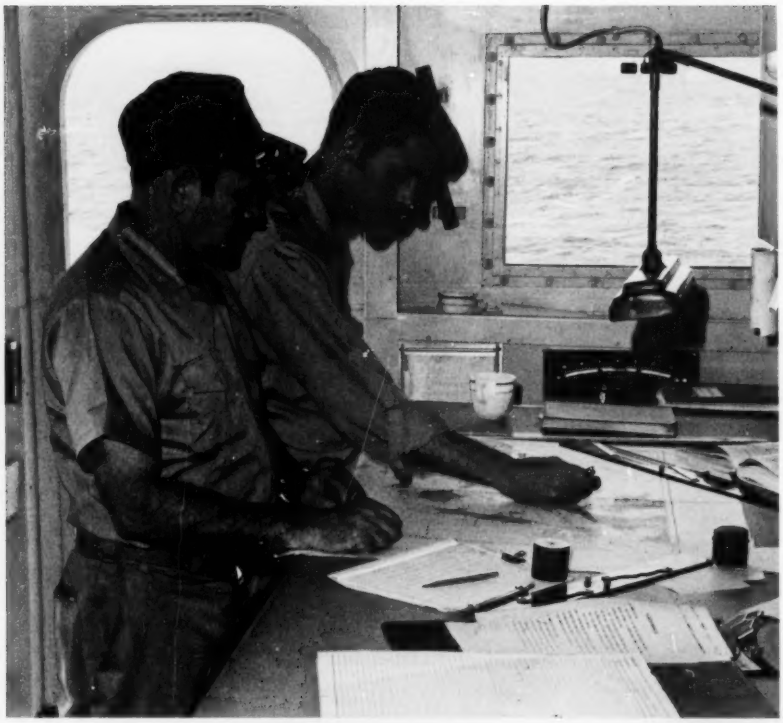
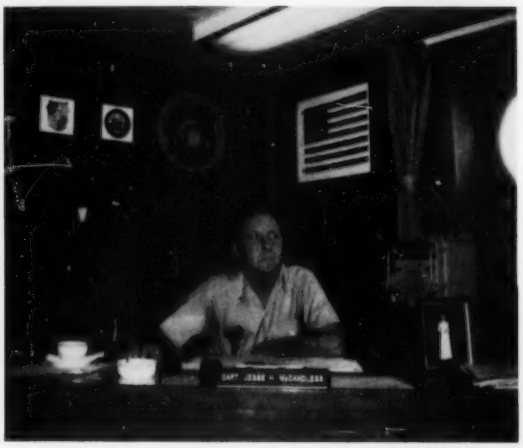




By Linda E. McDaniel

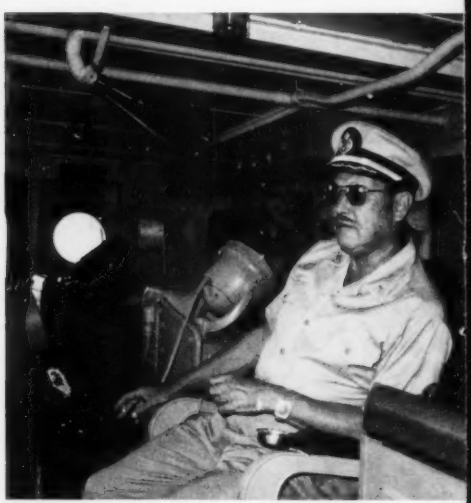
Five MSC ships have received 1974 Smart Ship awards, presented annually since 1952 on the basis of outstanding reliability plus safety and material programs. Inspection ratings also are considered.

Winners are USNS Range Sentinel, Furman, Nodaway, Chauvenet and Brostrom.

Range Sentinel and Nodaway are first-time winners but Chauvenet and Brostrom won the award for the second consecutive year. This year's award to Furman is the seventh consecutive one given the ship which has earned the honor more times than any other MSC vessel.

Throughout the selection period, the 30-year-old USNS Range Sentinel was skippered by Captains George W. Fladerer and John J. Power.

Captain Fladerer served as master of the ship intermittently from April 1972 to August 1974. Captain Power was on



hips

board as a relief from April 1972 through September 1973. Present master of Range Sentinel, Capt. Jesse H. McCandless, also was skipper of USNS Kane when she received a Smart Ship award in 1972.

USNS Furman, an MSC, Pacific ballistic missile carrier, had four masters during the past fiscal year. Karl E. Rosenbland, James M. Russell, Royal L. Peterson and Henry D. Miller were at Furman's helm during the competition period. Built during World War II, Furman earned a final inspection score of 93.29, highest grade given any MSC, Pacific ship. Present master is Capt. Henry D. Miller.

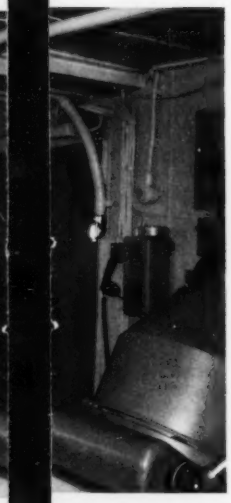
MSC, Pacific's tanker USNS Nodaway was skippered during its award winning year by Captains Russell, Veachel D. Park, Donald P. Edge, Agusta Horn and Harold E. Hottle. Frank A. Rogers now is master of the 29-year-old ship.

Captains Cesaro D. Cappello, Richard B. Hosey, William Cunningham, William Youngblood and James E. Sedam were masters of the USNS Chauvenet during the last fiscal year. Although the 6-year-old special project ship is presently assigned to MSC, Pacific, Chauvenet was a Far East ship during the award period. Capt. James O. Barrett is now Chauvenet's skipper.

Masters of the 31-year-old cargo ship USNS Pvt. Leonard C. Brostrom were Douglas G. Crane, Harold G. Robinson and Rogers. Brostrom was a Far East ship but recently transferred to administrative control of MSC, Pacific. Presently Capt. Douglas G. Crane is at Brostrom's helm.

For the next year, the five Smart Ships will fly the blue and gold MSC "E" pennant for excellence while in port and also display a Smart Ship plaque. ⚓

Clockwise from below, an able seaman mans the helm of USNS Chauvenet, USNS Nodaway master Frank A. Rogers on the bridge, USNS Range Sentinel master Jesse H. McCandless in his stateroom and Chauvenet master James O. Barrett and Second Officer James D. Denmark chart the ship's course.



Hands Across The Sea

Murmansk — the largest city in the world north of the Arctic Circle — was visited in August and September this year by USNS Wilkes. The Russian city was founded in 1915 as a supply port in World War I and served as the main port for Anglo-American convoys carrying war supplies to the U.S.S.R. in World War II. The following is a report on Wilkes visit by her master Robert T. Daugherty.

Wilkes departed Tromso, Norway August 29 through the Fugloy Fjord bound for Murmansk, via the North Cape.

After having digested the somewhat unenthusiastic voyage reports and other background material made available to me, it was with some apprehension that I approached the bleak and seemingly inhospitable Kola Peninsula.

The quasi-twilight of the night hours disappeared and the day became bright with beautiful weather and calm seas as approach was made to Kol'skiyzaliv and the entrance. Traffic was light with only a couple of trawlers in the vicinity. The previous evening Wilkes had been in radio contact with INFLOT so that on arrival at Guba Tyuva, six miles inside, a pilot was waiting to board. We arrived at 7 a.m. on August 31.

At 8:15 a.m. the pilot boarded, greeting me in English. "Welcome to Murmansk. I am happy to be pilot on my first American ship. You have beautiful ship."

As we got under way again one of the pilot's first questions to me was, "Captain, President Nixon, why? Why?" I asked him if he had heard of Watergate. When he said he had not, I congratulated him on his good fortune and went on to explain that the President had violated some rules of government and as a result had to step down. He apparently accepted this explanation. Surprisingly, this question was not asked of me again during the entire stay.

Proceeding south, the area is almost devoid of habitation until reaching the Polyarnyy Naval Base. This very large complex of buildings might aptly be called, "The Pentagon of the Arctic."

Wilkes docked at 9:48 a.m. at the municipal pier in front of the port office, which is as near downtown as you can get. Our ship was immediately boarded by port officials and the process of clearing began.

The boarding officials consisted of INFLOT, customs, agriculture, immigration, and one female doctor. The boarding pilot had brought several Soviet forms to be filled out. These were executed by notation "See Attached" using the routine forms and letters that are required at most ports, plus six copies of crew and sponsor lists.

Customs accepted the ship form signed by each member listing valuables and money in his possession. Immunization records, ID cards and passports were thoroughly checked along with crew and Naval Oceanographic Office lists. ID cards and passports were taken ashore and returned within a couple of hours. The ship cleared at 2:30 p.m. Each person leaving the ship presented his ID card to the Russian sentry at the foot of the gangway, who issued a pass and retained the ID card until the pass was returned to him.

Shortly after arrival, Dr. V. Zloblin, director of the Arctic Institute for Fisheries and Oceanography (PINRO), boarded along with his assistant, Sergey Melnikov. Mr. Melnikov is a man who gets things done and one of his first acts was to have the master, the senior Naval Oceanographic Office representative and most Naval Oceanographic Office personnel immediately cleared to go ashore. He was to be of tremendous value to us in supervising our itinerary and assisting us in many other ways. Also joining the ship at this time were Lt. Col. William Bond, and Lt. Cmdr. Richard Life, assistant attaches to the U.S. embassy in Moscow. These gentlemen did a fabulous job keeping on top of everything, organizing activities for the crew, checking details and in general making themselves useful.

After getting acquainted over coffee, Dr. Zloblin suggested we depart for the regional museum and a short tour of the city. As we proceeded from the port area and turned on to Lenin Avenue, we received our first impression of Murmansk.

My immediate and subsequent observations are that of a city growing by leaps and bounds. There is no direction one can look that construction is not going on. Apartment houses are mushrooming on every foot of available landscape. The population is well over 380,000 and will reach half a million by 1978.

Cars, buses, trucks and taxi cabs fill the streets and I suspect the Russians are about to join us in the bumper to bumper parade. The people are very well dressed and like New Yorkers, in a hurry. They are aggressive people, extremely proud of their city and determined that it will be worthy of the title already bestowed upon it as "The Paris of the Arctic."

I found Lenin Avenue rather attractive in the bright sunshine with its wide tree-lined streets and buildings of interesting if not consistent architecture.

Many streets are in disrepair, the buses over-crowded and although some stores are well stocked, people must queue up to make purchases. A great number of products we in the United States take for granted apparently are not available.

What must be considered here, the over-riding factor, is the Arctic winter. It is long and severe. The scars show everywhere. In winter the temperature can fall to 20 below, and when the wind blows off the Polar ice, this must indeed be a harsh environment.

Reaching the regional museum we were greeted by two comely ladies who were to be our interpreters during our stay. They had the common and very Russian names of Olga and Tonya. After a tour of the museum we drove to the office of Mr. R.V. Fedorvioa, party chairman in Murmansk, or the equivalent of a city mayor.

On his office desk were American and Soviet flags.

Wherever we went I noticed American flags being displayed alongside the Soviet flag. The mayor treated us to Georgian mineral water and then gave a speech dealing in statistics concerning the city, which sounded very impressive. I did not hear the Communist Party mentioned, nor was there ever any attempt to indoctrinate us. At no time during our visit did the subject of ideological differences arise, and I feel that neither group wanted the harmony of our association disturbed by topics of this nature.

After the meeting we stopped several places including the monument honoring the heroic 6th Battery where an eternal flame memorializes the defenders of Murmansk during the war. There is also under construction a huge monument on the highest hill above Kosta on which will be mounted a 40-foot soldier, visible from all over the city and commemorating the last war.

That evening ship officers and Naval Oceanographic Office personnel attended a dinner and party at a restaurant named "The 6th Latitude."

The tables were loaded with huge platters of all kinds of foods with numerous bottles of wine, vodka, mineral water and delicacies such as black caviar.

The director welcomed us and exchanged toasts to Soviet-American friendship. I believe that feeling was shared by all. Later we adjourned to the third floor which housed a night club. A dance was in progress. A lot of young people were present and I observed that they were identical to their American counterparts. For that matter the mode of dress, the music and environment were typically American.

As it was past midnight I asked Tonya about returning to the ship as shore-leave expires for all mariners at midnight regardless of nationality. She told me not to concern myself as we were with them and so were exempt.

The next morning INFLOT again boarded ship and arrangements were made for ships services and provisions. INFLOT guards channel 16 on VHF continuously and I was told that if the ship required anything at all I was to call them and they would respond.

At 1 p.m. PINRO personnel boarded the ship for a tour and lunch at my invitation. Twenty-eight attended, and were conducted by the senior Naval Oceanographic Office representative, Mr. K. Wilzer, through all the technical spaces. The computer was of special interest but they were apparently impressed by everything.

Later they had lunch and I think steward Alex Santos and his people put out a perfect meal. Our guests were a little overwhelmed, I believe, by the good food. On leaving the ship each one was presented with a package containing an ashtray with insignia, a Wilkes patch and a small American flag pin.

On leaving the ship officers, scientific personnel and our new friends loaded into cars and a bus for a journey to a "hot-house" farm. This trip took us south through the town of Kola, the original city having been founded in 1475, and on into the country. Russians are great consumers of mushrooms, and this summer conditions were right for

their growth. Throughout the countryside people were gathering them and carrying large baskets piled full. This area also abounds in game and fish. Bear and deer are the largest animals.

This particular state farm consisted of 30 greenhouses, each one a thousand square meters in area. Organic soil lies three feet deep over pipes in which water at 90 degrees is pumped from a boiler house. Cucumbers, tomatoes, radishes, onions and parsley are principal crops.

Vines are secured to wires which are raised as the plant grows, keeping it off the ground. A hive of bees in each hot house pollinates the blooms. The vines bear heavily and we noted a tomato plant with 11 tomatoes growing in a cluster.

Periodically the soil is refertilized and replanting takes place. Vines bear continuously, although tomatoes can be picked only once before the Arctic night.

I asked what happens then and was told that plants will grow but will not bear. If they should "lose the engineering plant" the vines would perish in an hour. Almost every town of any size on the Kola Peninsula has hot houses and they supply about 60 per cent of the requirements of the people of Murmansk. They are trying to achieve 90 per cent. At the rate the city is expanding, they will never make it.

After the tour we adjourned to the administration building to sample the fruits of their endeavors. All vegetables had very deep color, were exceptionally crisp and certainly delicious. Personnel who work on the farms put in a 40-hour week, 10 months a year, being paid 120 per cent more than their Moscow counterparts.

They are then given two months paid vacation in a resort area such as on the Black Sea. In summer Murmansk is a city without children, as they are sent south to camps and warm weather.

From here we went to a hydroelectric plant. There are seven on the Kola Peninsula and electricity is one of their cheapest resources. All trains into Murmansk run on electricity. The salmon return to spawn in the river so runs or water ladders were built so the salmon can circumvent the dams.

The spawning run was over for this year but several beauties were swimming around in a trap. One was netted, knocked in the head and put on a scale, it weighed 14 pounds. The woman in charge wrapped this prize in a towel and said she would like to present it to the captain as a gift. I gratefully accepted.

I had been told that four American seamen were buried in Murmansk. Inquiry was made and the answer, "Yes," but the location was not known by INFLOT. Mr. Melnikov said he would find out and furnish transportation.

INFLOT even provided me with 20 rubles for flowers. James Floto, utilityman, and Nathaniel Dais, second cook, representing the crew, in company with Commander Life and the assistant naval attache, were escorted to the cemetery by Vladislav Pakhorukov, chief of the Division of Marine Scientific Expedition, PINRO. They found three graves but were unable to locate the fourth.

The graves were well kept and each had a head stone inscribed, United States Merchant Marine.

The three men listed are:

Russel Bennett, Ordinary Seaman; 2 April 1942.

James O'Brien, Wiper; 12 April 1942.

Maurice Liebman, Messman; 11 April 1942.

On our last day in Murmansk the morning was spent on a tour of the Polar Institute and marine museum, followed by short scientific lectures. Subjects were marine life, fishing and the fishing industry.

One sad note to the question and answer session was the Soviets' belief the whale is doomed and will disappear in a few years. If whaling were stopped immediately it would require 50 years for the species to recover.

Bus tours, theatre tickets and museum visits were organized for the crew at the club.

Sailing day dawned fine and clear, weather typical of our entire stay.

The general consensus of almost everyone on board is that we made friends, enjoyed the stay and that the trip was truly worthwhile. I know it is a visit that will be long remembered.

We left with a better understanding of a people not unlike ourselves. Of their impressions I can not be sure. The social and dialectic contact was too brief to establish a positive conclusion. Certainly no illusions were created but perhaps some were eliminated as probably were some myths we may have harbored concerning each other.

I am optimistic that with sufficient contact and association with the Soviet people we will establish a common bond of friendship and mutual respect that will enhance our ability to live in peace and friendship, in spite of our different political systems. I would like to believe that Wilkes and her crew made their contribution toward this end. ⚓

Of Whales and Whaling

By Louis R. Granger

"Bl-o-o-w! There she blo-o-ows." The words thundered from aloft. Immediately the captain ran from the companionway and bolted up the main shrouds.

"Where away?" he shouted.

"Two points off the lee bow, sir. School sperm whale," answered a lookout.

"Ah-blo-o-ows!" chorused all lookouts. "There! She white-waters!"

Feverishly but quietly the decks were cleared. Lines of washing were gathered in. Boat steerers cleared the line-tubs and the crews gathered at the 30-foot whaleboats and awaited orders.

The whales now had sounded. All hands gazed in the direction they had gone. When it seemed that time had stopped, it came.

"Blo-o-ows!" came a cry from the masthead. "Blo-o-ows!"

"Lower away!" ordered the captain. Three boats were dropped, sails hoisted and the race was on.

The whales spouted a few times and then sounded again. When they broke water for the second time they were miles away and a signal from the ship recalled the boats. The captain logged the event. "Raised whales this a.m. going quick, lowered, no success, come on board."

There were thousands of such entries in the logs of the 2,718 whalers sent out from American ports between 1784 and 1928. With few exceptions, all were from New England.

There were thousands of entries describing successful catches and perhaps thousands more that listed stove boats, dead and missing crewmen. During those 144 years nearly 12,000 whaling voyages were made by U.S.-flag vessels from 72 ports. Except for San Francisco, all were along the East Coast.

Although whaling was solidly established long before 1784, reliable statistics for earlier years are not readily available, according to Mystic Seaport museum at Mystic, Conn.

No commercial whaling now is done from the shores of North America. What little existed in the United States before the end of 1971 came to a halt when the Secretary of Commerce banned commercial whaling on Dec. 31, 1971. At the same time the Secretary of Interior prohibited importation of whale products. Canada had stopped whaling by 1973.

When the last wooden whaleship made its final voyage from New Bedford in 1925, it was the end of an era. Modern whaling with the use of factory ships and exploding harpoons continued to a small degree from U.S. shores, but whaling as an industry, as a way of life, was history.

But while American whaling declined to near zero, European and Asian maritime nations went at it with almost a vengence.

During the first half of the 20th century whaling was a lucrative business. Norway, Britain, South Africa and Japan enlarged their whaling fleets. In the 1952-53 season, 43,669 whales were caught. Among the total were 25,669 fin whales, 8,317 sperm, 4,208 blue whales, 3,322 humpbacks and 2,172 sei whales.

Although the International Whaling Commission (IWC) attempted to regulate whaling when it was organized in 1946, the whale catch increased until 1965. That season 64,680 whales were taken with Japan and Russia the leading nations. In the 1968-1969 hunting season 41,735 whales were caught.

Panama, Argentina and France were the first countries among commission members to stop whaling, followed by Great Britain in 1963 and The Netherlands and New Zealand in 1965.

Statistics compiled by the Norwegian government, paid for by a tax on whaling companies, show that from 1956 through the 1971-72 whaling season, 883,798 whales were killed—not including porpoises and dolphins. The United States averaged 268 whales a season, while Japan and Russia, averaged 19,472 and 15,216 respectively each of those 16 years. The yearly average for 19 countries listed in the Norwegian chart was 55,237 dead whales.

Although North American conservation groups and the United States itself boast of their efforts in saving the whales, vessels from the United States are still responsible for the slaughter of hundreds of thousands of dolphins a year.

More than half a million of these small whales were accidentally caught in 1970 and 1971 by U.S. tuna boats in the Eastern and Central Pacific. No other country comes close to the United States in the killing of small whales. Greenland is second with 4,700 caught commercially in 1970 and 1971.

The whaling commission has put the right,

bowhead, gray, humpback and blue whales on its protected list. The United States with its own list of endangered whales has added three more species—fin, sei and sperm. Quotas have been set by the IWC on the sei, sperm and the small minke whale, although a spokesman said opinion varies on whether or not the sei and sperm are endangered.

Latest statistics on whale populations compiled by the IWC indicate there are about 4,300 right whales in the Southern Hemisphere, 250 in the North Pacific and no estimate in the North Atlantic. No figures are listed for the bowhead but the report said the population is increasing.

Approximately 11,000 gray whales, considered a stable population but restricted to the North Pacific, are listed; 5,200 or less humpback whales; 55,000 fin, mostly in the Southern Hemisphere; about 235,000 sei, mostly in southern oceans; nearly 700,000 sperm, more than half of which roam the Southern Hemisphere, and 200,000 minke whales, also in the Southern Hemisphere.

The blue whale is the giant among whale species—and one of the most endangered. The IWC lists the population at 7,500, primarily in the Southern Hemisphere. A blue weighs about 50 tons before reaching puberty. By the time it becomes an adult, it weighs more than three of the largest dinosaurs that ever lived.

In the old whaling days the blue lived in peace. It simply was too fast to catch. But with steam driven vessels and exploding harpoons the blue now is near extinction. Between the 1956-57 whaling season and the 1970-71 season, whalers killed 12,655 blues — 5,000 more than the current blue whale population.

What really spelled doom for the big whales was an invention in 1925 by a Norwegian sea captain. He added a stern slipway to a factory ship which allowed the vessel to carry out all operations of whale processing previously done by shore-based stations. Hoisting whale carcasses aboard through the ramp was so successful that in five years there were 38 factory ships with slipways and the number of catcher boats rose from 4 to 184..

It was a bad time for the whales, particularly the blues. Tens of thousands were killed. Even during World War II when whaling slackened more than 118,000 blue whales were slaughtered.

Most whaling nations agreed to stop the killing of blues in 1965—when there were hardly any left to catch. Even so, during the next two hunting seasons 322 blue whales were killed.

Countries that still have whale fisheries include Japan, Russia, South Africa, Peru, Australia, Iceland, Portugal, Norway, Denmark, Spain and Korea. Korea only recently became active.

Playboy's Granny and the whale were the remembrances left Capt. Henry Lyon by the crew of USS Diamond Head. The traditional commissioning pennant in the frame was given to Captain Lyon when he left the ship.

Captain Lyon's Whale

Official dead whale statistics do not include animals accidentally killed or those that beach themselves due to faulty navigation or a suicidal urge.

One such animal not on the official death rolls was done in by the ammunition ship USS Diamond Head in May 1971. The skipper was Capt. Henry J. Lyon, now assistant chief of staff for operations at Military Sealift Command.

The Diamond Head was 10 miles off Chesapeake light making about 15 knots enroute from Norfolk to Guantanamo Bay, Cuba.

"I thought I felt a shudder in the ship. I checked it out and there was nothing wrong," said Captain Lyon. "Ten minutes later a man ran from the forecastle and said a whale was wrapped around the bow."

"I sent up the first lieutenant and he returned with the same message, 'There's a whale wrapped around the bow.' The animal was about 30 feet long and we hit it amidships."

The crew tried to get a line around the animal but failed due to the ship's speed. Captain Lyon then slowed the vessel and the whale slid down and under the Diamond Head.

A week later, a dead whale washed ashore at Virginia Beach.

When Captain Lyon was transferred from the Diamond Head the crew gave him the traditional commissioning pennant, but this one appropriately had a small whale sewn to it.

Japan and Russia together account for 85 per cent of the annual whale catch and at this year's IWC meeting, held in London, member nations voted for a selective moratorium on endangered whales. The vote was 13 to 2. Dr. Robert S. White, head of the U.S. delegation, said the agreement would go into effect when stocks dropped to danger levels. The objection to the measure by Japan and Russia means those countries are not bound by the moratorium.

For the past three years the United States has proposed a 10-year ban on all commercial whale hunting, but each year the measure was voted down. Dr. White said the compromise selective moratorium "is an open-ended rather than a 10-year moratorium. If adhered to by member countries, the measures should insure that whale stocks should not again become endangered because of overfishing."

Eli Gabel of the Japan Whaling Information Center in New York, said, "Meat is the prime reason for Japan's whaling activity. Whereas in other countires animal protein is chiefly obtained from meat (beef, pork, lamb), in Japan over 50 per cent is from fish and shellfish and only 23 per cent from meat."

Last summer whale meat sold for about $1.25 a pound in Japan while beef cost about $6 a pound. Japan imports a third of her beef and most of the feed for her cattle, pigs and chickens.

In the middle 1920s when this nation's old whale fishery had finally died and modern steam whaling came into being, rendering stations converted every part of the carcass into marketable products. The flesh was canned and sent to the Orient; bones and refuse were turned into fertilizer; flippers and flukes were used for glue, and oil of the fin whale produced commercial glycerine.

The Arctic bowhead fishery began in 1848 and for 50 years was the most important branch of America's whaling industry. What made the bowhead valuable was its whalebone, also known as baleen, found in the mouths of toothless whales. Whalebone is of the same material as fingernails and cow horns. The whale uses it as a strainer. Gulps of water are taken into the whale's mouth and its huge tongue pushes forward to force the water through the baleen. What remains is krill, shrimp-like crustaceans and tiny marine animals that is the baleen whales' food.

Whalebone was used for corset stays, whips, brushes, umbrella ribs, surgical instruments and for sofa and carriage springs. The whip industry originally paid 25 cents a pound for whalebone but at the peak of whip production in 1910 the price rose to $10 a pound.

Oil from all whales was used primarily for lighting. Whale oil lamps once lighted most streets of European towns and many in America. It also was used for lighthouse beacons, locomotive headlights and in homes.

The finest oil, however, came from the head of the sperm whale. Called spermaceti, it was used to make the finest candles. Sperm oil also has certain properties that enable it to withstand great heat and cold and makes it valuable as a lubricant for precision machinery.

For more than 200 years whaling was an important industry to America and for much of that time it was the greatest single industry in New England.

How and when whaling got started is unknown. Stone age drawings show whales on beaches. When the colonists arrived in North America the Indians already were catching whales from canoes.

Whaling became an almost exclusive New England activity and even by 1645 it was an organized industry. Early whaling was done from shore in small boats, but year by year the whalers pushed farther out and the boats became ships. Nantucket was the first whaling port and her whalers hunted in distant seas.

In 1762, some 78 whalers cleared American ports. More than half were from Nantucket. Eight years later there were 125 whalers out of Nantucket. These whaling vessels battered their way half around the globe and comfortably supported 6,000 persons who lived on an island unfit for farming which had no other industries.

When the Revolutionary War ended in 1783 the maritime price paid was the loss of 1,000 merchant ships. The great fishing fleets of New England were almost obliterated and their crews scattered. Many men changed their allegiance and were sailing out of Halifax. Others were impressed into British men-of-war or returned broken in health from long confinement in British prisons. The war dealt a fatal blow to Nantucket.

Twenty-five miles out in the Atlantic off Cape Cod, Nantucket was helpless against raids by sea. Of a fleet of 150 whalers, 134 were taken by the British. Approximately 1,200 Nantucket seamen were killed or taken prisoner during the war.

Whalers built to replace those lost during the war were larger because they were more economical. Nantucket harbor bar, however, was too shallow to allow them to pass over, and New Bedford, with its large labor pool and easy access gradually became the center of New England whaling.

By 1805 one technological advance gave the industry a new dimension. Tryworks on decks of the whalers allowed them to stay at sea longer. Tryworks consisted of two to three 250 gallon iron pots set in a brick furnace on the main deck and

insulated by a foot-high trough filled with sea water. Whale blubber, cut into small pieces, was put into the try pots and boiled or "tried out."

Another technological innovation in the 1840s gave the whalemen an additional advantage. This was the Temple harpoon.

Lewis Temple was a free Negro born in Richmond, Va. in 1800. He made his way to New Bedford and by 1836 was operating his own whalecraft shop. Whalecraft consists of the iron weapons used in whaling such as harpoons and lances. In 1845 he opened a blacksmith shop on the waterfront serving the whaling trade. At his forge Temple fashioned an almost escape-proof harpoon which came to be known as the "Temple toggle."

Old-styled barbed harpoons often pulled out when the whale fled. Temple's harpoon had hinged points held in place by a wooden peg. When the whale attempted to escape, the pressure snapped the peg and the point spread open and became firmly anchored in the blubber. Few whales got free of the Temple toggle.

The War of 1812 brought chaos to the whaling industry as vessel after vessel fell into the hands of British men-of-war. But hard times were short lived.

After the war the remaining ships brought even greater prosperity to their owners. New fishing grounds were discovered, and larger ships stayed at sea longer. By 1819 New Bedford was nearly on a par with Nantucket in the size of her fleet.

The late John F. Leavitt, maritime author and associate curator at Mystic Seaport museum, said the first bowhead was taken in 1843 by the Hercules of New Bedford, "but it had not been realized that they equalled the sperm whales in number."

"It was during these years that whaling reached its zenith. In 1846, the American whaling fleet numbered 678 ships and barks, 35 brigs and 22 schooners, the aggregate tonnage of which amounted to 233,189 and their value to $21,075,000. From then on, the industry declined, imperceptibly at first, and then faster following the discovery of petroleum," Mr. Leavitt said.

The Civil War dealt the industry another blow. Many whaling vessels fell prey to Confederate commerce raiders. Thirty-nine whalers, aptly named the Stone Fleet, were loaded with New England granite and scuttled in Charleston Harbor in an effort to close the port to southern supplies. Seventy more were burned by southern privateers. By the end of the war the whale fishery was in no position to compete against petroleum. Only the increasing demand for bone kept the fleet at sea.

Thirty-four ships were crushed in the ice at Point Belcher in the Arctic in 1871. Five years later 12 more were caught almost in the same spot.

Steam whalers were introduced into the American whaling fleet in 1880 and this, combined with the proximity to Pacific and Arctic whaling grounds, made San Francisco the only West Coast whaling port.

The first whaler to sail out of San Francisco was the Popmunnett in 1850. By 1893 there were 33 registered there. At the end of the 19th century the only ports that registered whaling vessels were Boston, New Bedford, Provincetown and San Francisco. And in 1903 Boston recorded her last whaler.

Fitting out costs for longer voyages, the California gold rush of 1849 when many crews deserted, and the booming cotton industry in New Bedford that caused conservative investors to divert funds from whaling to cotton, all led to the death of the old whale fishery. Also, lubricating oils began to be made from kerosene and wax was invented for candles—robbing the whaling industry of major markets.

By the end of 1924, for the first time in more than 200 years, no Yankee whaler was afloat.

Modern-day buffs still can walk the decks of a 19th century whaler. The last surviving wooden whaleship, the 133-year-old Charles W. Morgan, after more than 30 years embedded in sand at Mystic Seaport, has been restored and now serves as a floating exhibit of the craft and courage of the nation's early seamen.

Such was the superb craftsmanship of the early ship builders that when the Morgan was put into drydock last year — the first time since about 1916 — only two sections of bottom planks needed to be replaced.

Maynard E. Bray, shipyard supervisor, admitted that the Morgan was in "much better condition than we had hoped for." In the days before antifouling paint, ship bottoms were often sheathed with a layer of pineboards and copper over that. "It was more permanent treatment than ships get today," Bray said.

The 105-foot-long Morgan was a profitable ship, but not always a happy one. She earned her $56,000 construction cost on her first voyage and made a total of $1.4 million from nearly 54,500 barrels of oil and 153,000 pounds of whalebone during 37 voyages between 1841 and 1921.

Mr. Leavitt, in his book, *The Charles W. Morgan*, published in 1973, described drunkenness, desertions, floggings, men placed in irons and general breakdown of morale and discipline during the Morgan's 80 active years in the South Seas and Arctic waters.

Broad in the beam, slow and ungainly, the whaleship was scorned by most blue-water sailors. "Better dead than shipped aboard a blubber-

hunter for a four-year cruise," was a saying of the time.

Food often was bad and the officers sometimes were cruel and brutal. Always the work was dangerous and hard.

Desertions from whalers were frequent. A whaler made port every few months, if possible, to reprovision and let the crew have a change of environment, although sometimes shore leave was on an uninhabited island. But when native maidens were about and a young sailor had a dollar in his pocket the temptation to jump ship was natural.

There was no penalty attached to desertion from a whaler and a sailor knew that the next ship to come along would be glad to ship him in place of those who might desert.

The whaleship was an ocean wanderer and often gave the appearance of a vagabond — stumpy, careless of appearance and greasy hulled. Crews of the taut and immaculate clipper ships had a poor opinion of the seamanship of the whalers.

Harpoon secure, a whale gives boatmen a "Nantucket Sleigh-ride" in this 1924 painting by Thomas F. Petersen.
Courtesy Mystic Seaport

On a voyage of two, three and sometimes even four years (one of the 37 voyages of the Morgan lasted 4 years, 11 months) there was always plenty of time tomorrow to holystone the decks and scrape spars.

But the opinion of the clipper crews was unfounded. Pride in themselves and their craft was high among whalemen. They thought they were the finest seamen on earth and perhaps they were. Certainly they were among the best boatmen in the world.

If the 19th century whaleship appeared slovenly, the whaleboat was a work of art — the culmination of 100 years of experience. By the late 1800s the boat was 28 to 30 feet long, "sharp and clean cut as a dolphin, bow and stern swelling amidships to 6 feet, with a bottom round and buoyant," said Capt. William M. Davis in his 1874 description of a whaleboat in his book, *Nimrod of the Sea*.

Besides the sheer fascination of the old whale fishery, in the course of their long voyages whalemen contributed to the sciences of navigation and oceanography. Many Pacific islands were discovered and recorded by whalemen as well as ocean currents and meteorological phenomena.

As explorers, whalemen rambled into every nook and corner of the Pacific long before merchant vessels found the way. Their chase led them into Arctic ice and southward where they boiled under tropic sun.

These whalemen, sometimes cruel and sometimes compassionate, were never indifferent. They contributed something imperishable to the nation's maritime history.

Happy Anniversary

Photos by Russ Egnor

Rear Adm. John D. Chase and Mrs. Chase cut the traditional cake with a saber at the MSC 25th anniversary party last October.

Capt. Robert D. Sante (left), commander of MSC, Atlantic, and Capt. Darrel D. Ruebsamen (center), commander of MSC, Far East, greet R.W. Seaton of the Naval Oceanographic Office.

Capt. Herman E. Fritzke, commander of MSC, Eastern Atlantic and Mediterranean, chats with George Tickell of MSC cargo and passenger division.

At a dinner dance celebrating MSC's anniversary at the Yokohama, Japan Officers' Club late in September, Commander of the U.S. Seventh Fleet Vice Admiral George P. Steele and Capt. Darrel D. Reubsamen, commander of MSC, Far East toast the occasion.

Rear Adm. Martin D. Carmody, commander of MSC, Pacific,greets a guest.

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